

# 4345512

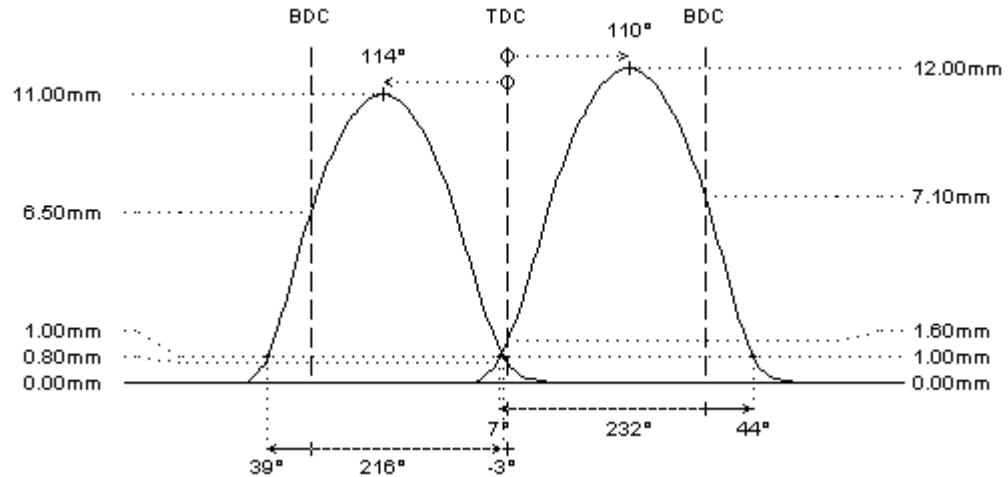
tarmac rally - race

Mitsubishi 4G63 evo 7-8

I-4cyl 2.0L 16v DOHC (RPRH/RPRH)



	intake	exhaust
<b>camshaft data:</b>		
lash ramp	: hydro	hydro
duration @ 0.1mm	: 275°	260°
duration @ 1.0mm	: 231°	216°
valve lift	: 12.00mm	11.00mm
cam lift	: 6.95mm	6.35mm
lobe angle	: 110°	114°
timing @ 1.0mm	: 7° / 44°	39° / -3°
valve lift @ TDC	: 1.60mm	0.80mm
<b>parts setup:</b>		
cam wheels :	:	:
follower	: O.E.M.	: O.E.M.
valve lash	: O.E.M.	: O.E.M.
valve	: O.E.M.	: O.E.M.
valve locks	: O.E.M.	: O.E.M.
upper retainer	: <b>✗ not available</b>	: <b>✗ not available</b>
lower retainer	: <b>✗ not available</b>	: <b>✗ not available</b>
exterior spring	: <b>✗ not available</b>	: <b>✗ not available</b>
interior spring	:	:
fitted load / length	: 0kg @ 0.0mm	: 0kg @ 0.0mm
max. load / lift	: 0kg @ 0.0mm	: 0kg @ 0.0mm



### REMARKS :

- # **"type 3"** steel billet camshafts for Mitsubishi 4G63 DOHC engines (Lancer evo 7-8):
  - engine fitted right / gearbox left (driver's point of view)
  - ignition drive on exhaust camshaft with **M11** bolt (check before ordering)
- # for BIG TURBO conversion (std to big turbo)
- # ONLY for use in competition engines with independent engine management (throttle position sensor) or carburettors

### REMARKS :

- # original valve spring info is not available #
- check std valve spring setup for coil bind length and use valve spring # kit if required
- valve spring kit can be developed on request